

- EXECUTIVE SUMMARY -

The Washington State County Road Administration Board was created initially by the legislature as a means of supervising and regulating the expenditures of the counties' Road Fund dollars. Over time its mission was enlarged to administer two grants programs, which targeted first the rural construction need, and later addressed augmentation of county resources in the effort to preserve the existing arterial system. With the implementation of the Rural Arterial Program and the County Arterial Preservation Program, the legislature also directed that CRAB offer information technology advice and assistance to each of the counties to the end that the movement of goods and people over the county road system be provided for in an efficient, effective, and professional manner.

The pages immediately following demonstrate the use of CRAB administered construction and preservation dollars as well as indicate the advice and assistance rendered by Engineering Services and Information Services. The charts included with this report provide a wealth of information relative to the revenue sources of County Road Funds and to the uses toward which these resources were expended in 2002. This information is gathered, largely, through CRAB's regulatory and reporting roles. It serves, we believe, a very needed function of accountability to the public for the counties' stewardship of public funds.

During 2002, CRAB received the results of an independent survey of the counties' locally elected officials and professional staffs with whom we work on a day-to-day basis. We were interested in determining how the programs and policies that we administer are regarded by those most directly affected. The survey was conducted and analysis was prepared by Kelsey Gray, Organization Specialist, Cooperative Extension, Washington State University. The information gained from this survey confirmed the priorities set by this agency; helped to outline areas where concentrated effort was needed; and overwhelmingly indicated a high level of trust and perceived value in the services we offer. It is our intent that periodic county surveys of this kind be continued on a regular basis in order that CRAB remains effective and responsive in meeting the changing needs of transportation at the county level.

Obviously, a report of this kind can give only a general indication of the scope of activity of this agency or of the counties during the course of an entire year. Client contact alone, through training sessions, district and statewide conferences, professional development seminars, etc. would number in the thousands. If reading this report should prompt further questions regarding any aspect of the administration of County Road Fund dollars, our ongoing programs, or activities, additional information will happily be provided upon request.

- GRANT PROGRAMS -

Rural Arterial Program & County Arterial Preservation Program

Taken as a small portion of the statewide fuel tax in Washington State, the County Road Administration Board's two county road funding programs, the Rural Arterial Program (RAP) and the County Arterial Preservation Program (CAPP), play a major role ensuring that freight haul and access to agricultural markets in local areas are adequate to meet the need on over 13,000 miles of road. The CAPP generates approximately \$28 million per biennium and RAP about \$39 million. Less than 3% of this revenue is used for administration.

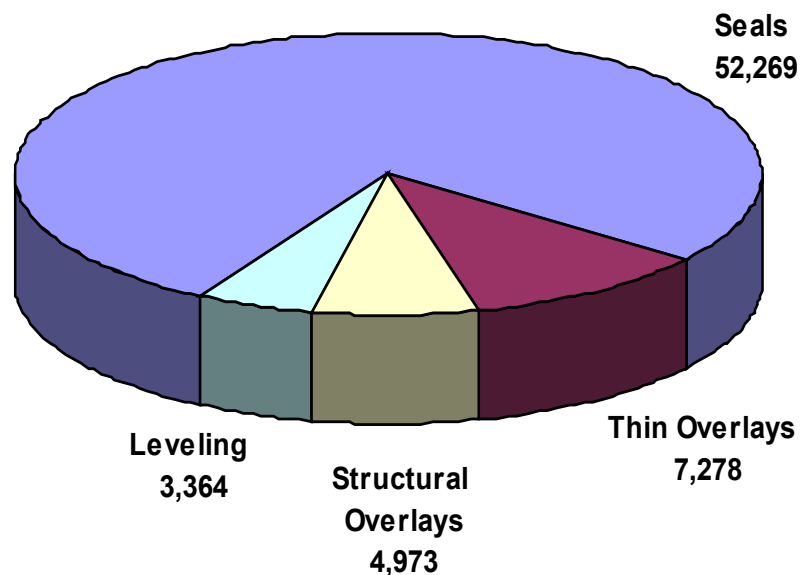
Rural Arterial Program Projects by County and Legislative District in 2001

<u>COUNTY</u>	<u>LEG. DIST.</u>	<u>RATA \$'s PAID</u>	<u>COUNTY</u>	<u>LEG. DIST.</u>	<u>RATA \$'s PAID</u>
ADAMS	9	\$256,301	LINCOLN	7	\$783,584
ASOTIN	16	81,767	OKANOGAN	7	46,455
BENTON	15	480,130	OKANOGAN	12	548,221
CHELAN	12	183,050	PACIFIC	19	150,345
CLALLAM	24	614,586	PEND OREILLE	7	428,495
CLARK	18	402,575	PIERCE	31	120,889
COLUMBIA	16	143,801	SKAMANIA	17	65,000
COWLITZ	18	651,165	SNOHOMISH	39	154,613
FERRY	7	655,810	SPOKANE	4	81,662
FRANKLIN	16	415,414	SPOKANE	7	157,126
GRANT	13	624,223	STEVENS	7	1,065,425
ISLAND	10	445,781	THURSTON	20	8,561
JEFFERSON	24	6,948	WAHKIAKUM	19	3,136
KING	5	1,600	WALLA WALLA	16	20,063
KITSAP	23	200,635	WHATCOM	40	407,553
KITSAP	35	68,722	WHITMAN	9	570,206
KITTITAS	13	118,744	YAKIMA	15	389,039
KLICKITAT	15	495,888			
			TOTAL:		\$10,847,514

Two Programs, Different Uses

The Rural Arterial Program and the County Arterial Preservation Program provide road improvements, often from opposite ends of existing road condition. In 2001, CAPP funds helped counties rehabilitate and preserve the structure of roads that were otherwise healthy, and need to stay that way. The total cost statewide of this CAPP assisted preservation work this year (\$42,900,000 total, \$13,600,000 CAPP) was large, but not nearly as expensive as letting roads with borderline surface conditions continue to deteriorate.

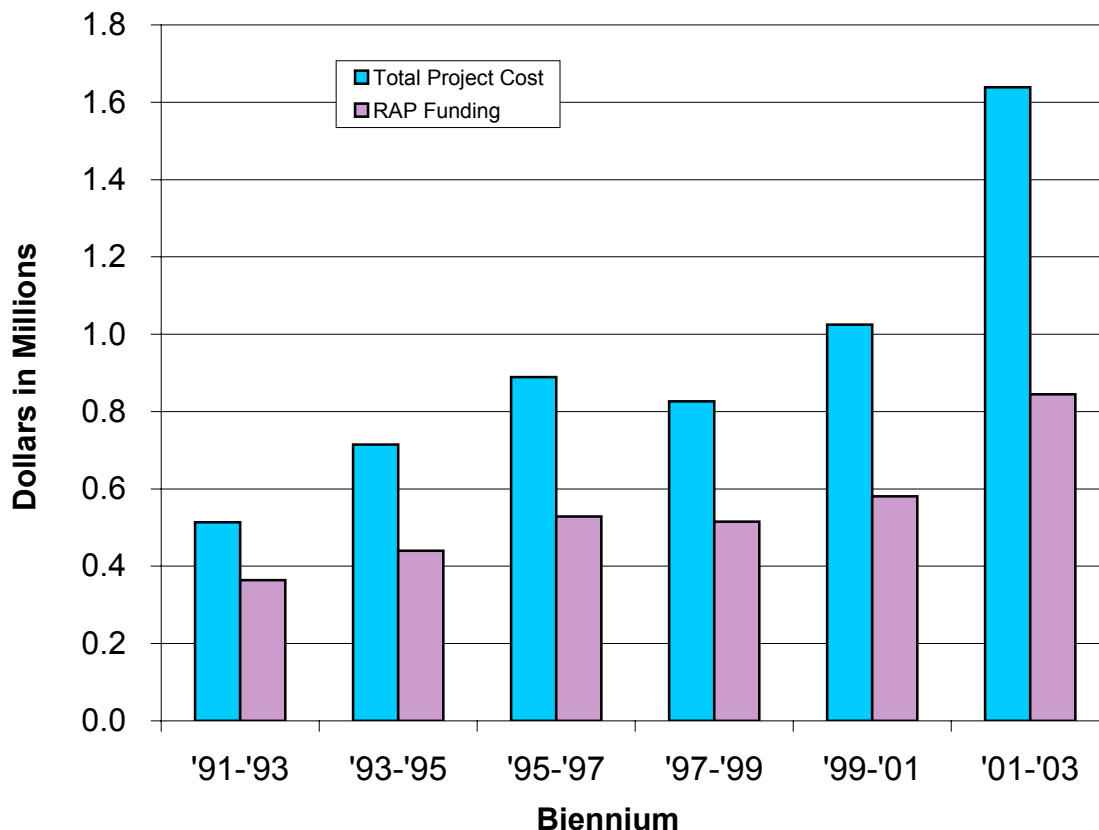
**LANE MILES OF PRESERVATION WORK
1990 - 2001**



RAP Fixes Most Road Maladies

RAP funds, on the other hand, have helped counties rebuild and upgrade roads that were below traffic and safety standards and whose surfaces were deteriorating too quickly for normal maintenance repairs. Larger in scope and cost than preservation work, RAP projects corrected bad horizontal and vertical curves, removed roadside hazards, widened narrow sections, and rebuilt road structure sections that were failing deep in the sub-base. RAP funds paid for a significant portion of county road construction costs in 2001, providing \$11,000,000 in reconstruction funding of the total \$254,200,000 spent on road construction.

RAP - Project Averages



2002 Grant Program Projects

RR Crossing on Moon Road. - Franklin County managed to replace a separated grade railroad crossing on Moon Road with a new at-grade crossing that (to the amazement of the Washington Utilities and Transportation Commission) is much safer and more reliable. At the old crossing, trucks had to maneuver between the spindly timber supports of the railroad east of Connell, en route to State highway 17 and further north to interstate 90. Over the years, trucks collided with and damaged the supports from time to time, resulting in continuous and expensive repairs.

The old crossing was on a steep grade with sharp curves and narrow clearance. These issues were resolved by constructing the new crossing on a straighter and flatter section of Moon Road. The contract work was done by Steelman - Duff Inc. of Clarkston, Washington, at a cost of \$597,370, with the RAP paying \$450,000 of that amount. The new crossing is a welcome relief to Franklin County, truckers, and the railroad company.



Moon Road barely allowed trucks through the old crossing.



The new wider and straighter RR crossing on Moon Road.

Island County Finishes Final Improvement on Camano Drive. - Island County completed the final phase of a full decade of improvements on its busiest road with the help of RAP funds. This last 1.1 mile stretch of Camano Drive included lane and shoulder widening, vertical and horizontal curve improvements, bio-filtration-swales and stormwater infrastructure, guardrails and retaining walls. Perhaps the greatest challenge was excavating roadbed as much as twelve feet deep and building two welded wire walls under the east half of the road for more than 2,300 feet.

Initial design of the \$2.1 million project began in 1996 and construction was performed by Callen Construction, Incorporated of Custer, Washington in 2001-2002. RAP funds contributed \$500,000 to the effort, while the remaining \$1,600,000 came from local resources and the CAPP. The project was extensive and the wait during construction (including a four mile detour) stretched the patience of local commuters. Since the project's successful completion, however, the county has received only compliments.



A narrow, rough Camano Drive.



The right drainage solution ensures a stronger road.

Jefferson County Completes Irondale Road Improvement Project. -

Jefferson County's Irondale Road is an important transportation link between the Port Townsend area and the communities of Irondale, Port Hadlock, Chimacum, Marrowstone Island, and the US Naval Reserve on Indian Island. These communities also generate heavy pedestrian and bicycle usage. Lack of shoulders, poor ride quality, and limited sight distances made the section between MP 0.00 (SR-19) and MP 0.79 particularly unsafe.

With the combination of \$285,000 in RAP funds and \$835,000 in FHWA funds the county addressed not only road design issues, but also the challenge of recent listings of threatened and endangered salmon runs through Chimacum Creek, which provides prime spawning grounds for Hood Canal Summer Chum. Stormwater management and erosion control were of particular importance given the sensitive location of the project.

The construction project was awarded to Primo Construction of Carlsborg, Washington at a cost of \$850,000. The subcontractor, Bruch and Bruch Construction of Port Angeles, installed a 400 ft long, 10 ft high welded wire wall at the Chimacum Creek culvert location in order to gain the needed 6 ft shoulder width. This was done in only nine working days. The Intersection with SR 19 was also realigned and channelized. Jefferson County Public Works has received many compliments from all road users for these great improvements.



Before construction, little useable shoulder.



The new and improved road.

Jefferson County Replaces an Abandoned RR Bridge Overcrossing on South Discovery Road. - Jefferson County Public Works used RATA funds to improve a segment of South Discovery Road located approximately $\frac{1}{2}$ mile south of the Port Townsend city limits. A major concern of this project was a functionally obsolete wood/concrete abandoned railroad overcrossing that is now the Larry Scott Memorial Trail. With the help of \$335,000 in RATA funds and \$144,804 from the FHWA, the county was able to design the necessary improvements, and award construction to Seton Construction, Inc. of Port Townsend, Washington in November, 2000.



An old RR grade passes under the road.



The new passage, more suited to pedestrians.



The old roadside was steep and dangerous.



Guardrail & widening meet multimodal needs.

The bridge was replaced with a 16 ft wide by 16 ft high multi-plate pipe arch structure that allowed the road to be lowered 4.5 ft, thereby greatly enhancing roadway sight distance. In addition, the roadway shoulders were widened to 6 ft, improving driver, bicycle and pedestrian safety. Other work included paving, installing new storm drainage structures, adding guardrails, signing, pavement marking, slope seeding, underpass culvert lighting, and minor landscaping. All work was done by May 2002, demonstrating Jefferson County's commitment to quickly resolve the multiple access and safety needs on South Discovery Road.

Kitsap County Rehabilitates Little Boston Road. - Little Boston Road NE was a gravel road back in 1957. In 1960, Kitsap County entered into an agreement with the Bureau of Indian Affairs to pave the road and assume responsibility for its maintenance. The road was overlaid again in 1968, and the county continued its routine crack sealing and patching type maintenance. Population growth over recent years caused the road surface to deteriorate more rapidly and, combined with the additional alignment, width and drainage deficiencies, the road section became one of Kitsap County's top priorities for major rehabilitation.

The county competed for and was awarded \$500,000 in RAP funds in 1999, and with \$468,776 of its own funds, began to assemble a project which would accomplish the needed rehabilitation. The project was awarded to Seton Construction Incorporated of Port Townsend, Washington. The construction work widened and repaved the road, opened up sharp vertical and horizontal curves and upgraded the storm drainage system over a 1.00 mile section. Little Boston Road can now efficiently weather many more years of traffic with the focused, RAP-aided improvements made by Kitsap County.



Poor drainage impacted the old road surface.



Widening, sloping, and draining the road make good sense.

Snohomish County Fixes High Accident Intersection. - Prior to improvement, Dubuque Road at 171st was a busy, right angle, four-way stop intersection. Poor sight distance and lack of intersection recognition were contributing to a high number of injury accidents. During the three years prior to improvements, there were six accidents at this intersection including four that resulted in severe injuries..

Snohomish County received numerous requests from area residents to make improvements at this high-accident intersection and began to focus on the key problem areas of sight distance, narrow lane and shoulder widths, lack of signing, channelization and pedestrian access.

With \$172,942 in RAP funding and \$43,235 in local funds, county personnel widened the road and cleared trees to improve sight distance. Other features added include lighting, driver advance warning signs, and a pedestrian walkway. Erosion control facilities were placed prior to construction to minimize the transport of sediment into nearby streams.



The old, narrow approach to 171 Ave SE.



Widened to enhance safety.

Stevens County Rebuilds 6 Miles of Ford Wellpinit Road. - Stevens County, the Spokane Indian Tribe, and the Bureau of Indian Affairs combined their efforts to reconstruct over six miles of the Ford-Wellpinit road and replace the functionally obsolete Ford Bridge, which spans the Chamokane Creek, all on the Spokane Indian Reservation. The road is a major link between SR 231 and the city of Wellpinit, the center of the reservation. Surface deterioration, weak subsurface, and narrow widths were the primary maladies prompting multi-agency attention.

Stevens County was awarded \$101,000 in RAP bridge replacement funds in 1997 and \$920,000 in RAP road construction funds in 1999 to do the needed improvements. With a total cost of \$2,337,000 needed to do both projects, BIA and local funds were added to round out the funding need. Stevens County staff designed the road reconstruction and Nichols Engineering, Inc. designed the bridge replacement. The projects were then awarded to Copenhaver Construction, Inc. and Moyer Construction, who jointly built the realignment, widening, guardrail and paving, but used their subcontractor, N.A. Degerstrom, to replace the obsolete bridge.

These successful projects strengthened cooperation and appreciation between Stevens County, the Spokane Indian Tribe and the Bureau of Indian Affairs as they worked together to provide a safer bridge and road for everyone.



The old road in need of help.



The new and much improved road.

Whatcom uses CAPP Funds to Overlay Alderson Road. - Alderson Road is a minor collector connecting the Birch Bay Community with Blaine Road (SR 548) in Northwestern Whatcom County. Many seasonal businesses and vacationers create a high influx of tourism during the summer months, increasing the volume of vehicles and pedestrians in the community and on the roadways.

Although there was an immediate need to preserve the heavily used road surface, the construction projects went a number of steps further and accomplished a structural overlay, shoulder widening, upgrades to drainage facilities, installation of guardrail, and overall safety improvements of approximately 1-mile of road length. These improvements enhanced the road's overall function

Construction started in mid-July of 2001 and was completed by the end of September 2001 at a total cost of \$533,725. CAPP funds contributed \$380,000 to the work, which was accomplished by Stremler Gravel Incorporated of Lynden, WA. The project is a good example of Whatcom County's response to increased multi-modal use in an area.



Narrow shoulders on the existing facility.



Now with ample room to ride and walk.

- ENGINEERING SERVICES -

The Engineering Services Division, under the direction of Deputy Director Walt Olsen, includes Special Projects Manager Chris Mudgett, Maintenance Program Manager Larry Pearson, Grant Programs Engineer Randy Hart, and Inventory/PMS Engineer Dave Whitcher.

This small staff, all of whom hold Professional Engineer licenses, is directly responsible for administration of the Rural Arterial Program, the County Arterial Preservation Program, and the Capital Ferry Program; maintenance of the county roadlog; calculating and distributing the counties' share of the motor vehicle fuel tax; and management of the reports and other information necessary for issuing Annual Certificates of Good Practice to each county.

The division also provides ongoing service to the counties in the form of guidance and research on statutory and regulatory issues that affect county road and public works departments; design and traffic engineering assistance to counties as requested, including consultant selection assistance; and assistance in representation of county engineer interests on a variety of state-level committees and task forces. Another important focus of the division is serving as a liaison between county engineers and various state agencies, especially the WSDOT's Highways and Local Programs Division.

Engineering Services staff participates in various interagency work groups and task forces dealing with topics of importance to county public works departments. Some of the issues that individuals within the division are currently involved with are emergency management, infrastructure funding coordination, environmental permitting and process streamlining efforts, urban boundary designations, and safety and aesthetics in urban design. The division also keeps track of emerging issues that impact county public works departments. Current topics of concern are salmon recovery, storm water management and regulations, and asset management.

CRAB acts as a clearinghouse for information requests, questions and the exchange of ideas. As part of this effort, the ES Division strives to be a resource for county engineers, providing an economy-of-scale in such areas as developing model policies, resolutions, ordinances, and other model documents that counties may adopt for their own use. With an emphasis on good communication, Engineering Services staff works with state transportation officials, resource agencies personnel, and others to assist public works departments as they strive to meet the transportation needs of their counties.

Another important responsibility of the Engineering Services Division is the maintenance and updating of the County Engineers' and Public Works Directors' Manual

and the provision of training to County Engineers, their staffs, and others. In 2002, for example, staff conducted training sessions requested by the Washington Finance Officers Association and partnered with the Washington State Association of Counties in the development and provision of certified Public Official training.

Beginning in 2001 and continuing in 2002, a major focus of the Engineering Services Division has been developing a Maintenance Management System and assisting the counties in its implementation. During the initial phase of the effort, CRAB's Maintenance Program Manager conducted a survey and met with counties to review current maintenance management programs.

Maintenance Management

CRAB's maintenance management initiative - to increase the use of formal maintenance management systems (MMS) in county maintenance operations - continued throughout 2002. The initial phases of the Maintenance Management Program included elements for Orientation, Assessment of MMS use in Counties and Design/Development. When first planned, the Design/Development Phase was to include software programming and integration with the Mobility software. This has been reconsidered and CRAB has focused additional attention on how an MMS would fit with current efforts in counties to upgrade software systems. A number of counties have formal maintenance management systems in operation and can be a source of valuable information for new MMS proposals in the counties.

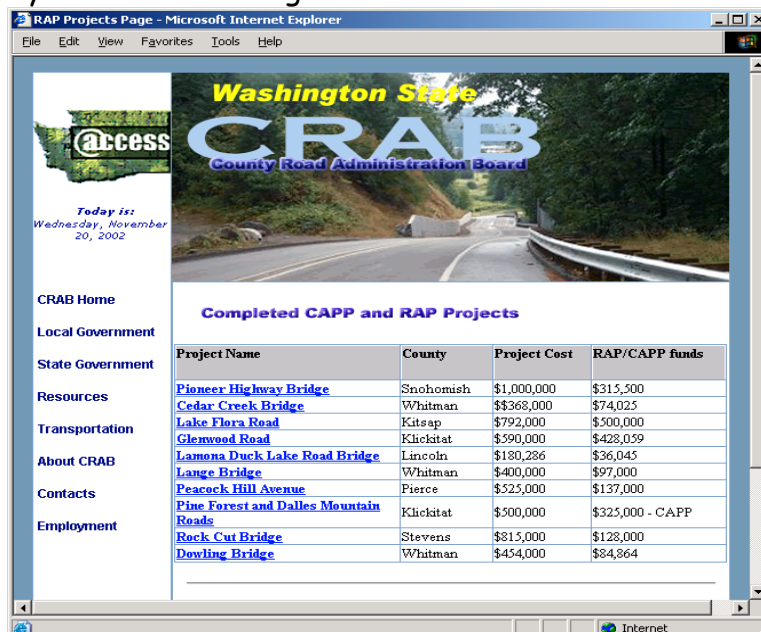
AS CRAB moves into the Implementation Phase of the Maintenance Management Program, increased focus will be placed on the building blocks of a formal maintenance management system. Such "building blocks" include complete descriptions of maintenance activities, commonly referred to as maintenance guidelines, and a compilation of maintenance assets—an inventory of those physical features that require maintenance. A Maintenance Management Manual is also being prepared to guide MMS development. During the past year, CRAB staff have presented maintenance management overviews to County Engineer and Maintenance Supervisor groups and have visited counties to discuss the various details of formal maintenance management and the data systems which support maintenance operations. One of the challenges is the increased focus on system integration, specifically the integration of Public Works information with varied county accounting systems.

In summary, CRAB's maintenance management program addresses procedures for more effective and efficient planning, organizing, directing and controlling of maintenance work. It begins with setting specific work objectives, then follows through to ensure that actual performance is consistent with identified objectives.

- INFORMATION SERVICES -

The Information Services Division at CRAB continued to make creative and unique contributions to the road design and management efforts of Washington counties in 2002. Expanding beyond the typical mission of an Information Services division, CRAB develops and provides systems, training and consulting services specific to county road department needs. These solutions enable Washington's county road departments to better serve their citizens and complete their missions. The Information Services efforts are directed at ensuring that our counties effectively apply current and emerging information technology to improve and preserve the public's investment in transportation infrastructure.

The primary focus of information services at CRAB is on road engineering design and road management practices. The design systems section provides and supports the road design software *Eagle Point Advantage Series*, which greatly enhances a county's ability to consistently design safe and cost-effective road projects. The management systems section develops, provides and supports integrated database systems, such as the *County Road Information System* and *Mobility*, which greatly enhance a county's ability to make quality decisions through consistent, equitable, and defensible management plans and processes. Each of these initiatives then depends on and is enhanced by a broad range of consulting services, support and training offered by CRAB to Washington counties at little or no cost.



Project Name	County	Project Cost	RAP/CAPP funds
Pioneer Highway Bridge	Snohomish	\$1,000,000	\$315,500
Cedar Creek Bridge	Whitman	\$5368,000	\$74,025
Lake Flora Road	Kitsap	\$792,000	\$500,000
Glenwood Road	Klickitat	\$590,000	\$428,059
Lamona Duck Lake Road Bridge	Lincoln	\$180,286	\$36,045
Lange Bridge	Whitman	\$400,000	\$97,000
Peacock Hill Avenue	Pierce	\$525,000	\$137,000
Pine Forest and Dalles Mountain Roads	Klickitat	\$500,000	\$325,000 - CAPP
Rock Cut Bridge	Stevens	\$815,000	\$128,000
Dowling Bridge	Whitman	\$454,000	\$84,864

A secondary but critical focus is on information exchange. CRAB enables citizens, engineers and legislators alike to make more informed decisions about our State's transportation strategies using technology, such as our effective website, to enhance the communication pipeline we've become.

Design Systems

The Design Systems program is one that we are particularly proud of at CRAB. We have provided engineering road design software, support and training to Washington counties that have greatly improved their design capabilities since 1985. This program has enabled county design personnel to effectively collect, develop and manipulate the geometric information necessary for site design and construction planning and to contain costs and improve productivity throughout the life of a road project.



The keys to the success of this program are providing effective software, support, and training; and engaging our client design personnel. The effective design software we currently provide is state-of-the-art in all aspects of the professional civil engineering discipline; our support and training are world class; and we engage the Washington design community in unique and creative ways.



Management Systems

Management systems are a critical information technology tool. The systematic application of sound business logic ensures consistency, equity, accountability, and defensibility of the strategic plans and operations developed by county road departments. Since 1987 our counties have made effective use of the County Road Information System (CRIS) developed and supported by CRAB. CRIS is a comprehensive set of road inventory and management systems that improve decision-making and management practices. Although CRIS continues to serve our counties well, it is a product of the 1980's and needs to be replaced with a system built on 21st century technology. CRAB has been applying what resources it can afford to that replacement and expects to report in 2003 on significant progress in Mobility.

The screenshot displays the 'ReferencePoints Inventory' window. The 'Road Name - Road Number' field shows 'RAINIER RD SE - 14115'. The 'ReferencePoints Inventory' table lists the following data:

Road Number	Road Position	Node ID	Road Name	Direction Back	Direction Ahead	IC
14115	0.222	935	RAINIER RD SE	SE - Southeast	SW - Southwest	3
14115	0.552	366	RAINIER RD SE	E - East	NW - Northwest	3
15935	23.746		138TH AVE SE	W - West		4
14115	1.235	420	RAINIER RD SE	SE - Southeast	NW - Northwest	3
15930	23.250		133RD AVE SE	W - West	E - East	4
14005	0.000	909	PLESS RD SE		N - North	3
14115	1.459		RAINIER RD SE	SE - Southeast	NW - Northwest	3
13350	4.101	557	MILITARY RD SE	SW - Southwest	NE - Northeast	2
14115	1.883		RAINIER RD SE	SE - Southeast	NW - Northwest	3
14115	5.515	1077	RAINIER RD SE	SE - Southeast	NW - Northwest	3
14770	0.000		SPURGEON CREEK RD SE		N - North	3
14820	3.237	706	STEDMAN RD SE	W - West		3
14115	6.379		RAINIER RD SE	SE - Southeast	NW - Northwest	3
15202	0.002	1176	TROWBRIDGE AVE SE		NE - Northeast	3
14115	7.129		RAINIER RD SE	SE - Southeast	NW - Northwest	3
11520	2.225	707	FIR TREE RD SE	SW - Southwest		1
14115	7.299		RAINIER RD SE	SE - Southeast	NW - Northwest	3
14115	8.845	45	RAINIER RD SE	SE - Southeast	NW - Northwest	3
14115	9.154	776	RAINIER RD SE	SE - Southeast	NW - Northwest	3
14115	9.648	1609	RAINIER RD SE	SE - Southeast	NW - Northwest	3
16636	18.040		67TH AVE SE	W - West		5
14115	9.775	1616	RAINIER RD SE	S - South	N - North	3
16635	18.000		66TH AVE SE		E - East	5
14115	9.833	1669	RAINIER RD SE	S - South	N - North	3
16610	18.000		64TH AVE SE	W - West		5
14115	9.957	1670	RAINIER RD SE	S - South	N - North	3

The interface includes a 'Folder List' on the left with categories like Project Rehabilitations, Projects, Rehabilitations, Reference Points, and Roadlog. The 'Reference Points - General Information' section is currently selected. The status bar at the bottom shows 'No Topic Selected - Drop-Down Disabled', 'Current Topic Rights: Read/Write', 'Mobility Bar: Visible', 'Folder List: Visible', 'Map Status: Off', '1:45 PM', and '11/13/20'.

Technical Assistance

A hallmark of the success of Information Services is our timely responsiveness to client requests and critical issues of Washington's county road departments. CRAB is unique in its ability to be a conduit for information exchange amongst counties and to exhibit an economy-of-scale in providing solutions to common problems or issues. A good example for 2002 is our response to the release of a new stormwater manual by the Department of Ecology. Information Services provided a workshop to better inform Counties of new information and changes to technical standards in designing public works projects. Engineers from CRAB and DOE answered policy questions and demonstrated software solutions on hydrologic modeling, designing flow control facilities, and complying with flow duration standards.



CRAB also hosts websites for, or offers technical assistance to, other transportation entities such as the Freight Mobility Strategic Investment Board (FMSIB). Karen Schmidt, the Executive Director of FMSIB, recently commented that:

"To enhance the outreach efforts of the Freight Board, we have worked with our colleagues at CRAB to develop and maintain a useful website for both the private sector and other agencies to use as a resource. CRAB has the technical requirements we need to maintain our website in a cost effective partnership which emphasizes the close working relationship between CRAB and FMSIB, as well as the shared goal of delivering our services efficiently and at the lowest cost to taxpayers."

- TABLES -

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Table A

COUNTY BRIDGE DATA - NOVEMBER 2002

Washington State Bridge Inventory System

Bridges 20 Feet or Greater in Length on Federal Aid (FAR) and Non Federal Aid (NFAR) Routes
Posting Consideration Based on HS-20 Design Load, less than 28 Tons at Operating Rating

COUNTY	County Owned Bridges	Bridges Posted or May Consider Posting				Bridges With Posting Not Required				Deficient Bridges**
		FAR	Square Feet	NFAR	Square Feet	FAR	Square Feet	NFAR	Square Feet	
ADAMS	124	1	514	19	24,523	35	66,983	69	77,718	22
ASOTIN	18	0	0	0	0	14	143,738	4	4,321	2
BENTON	53	0	0	1	593	19	79,518	33	31,919	9
CHELAN	39	1	10,060	5	23,393	16	82,410	17	43,253	8
CLALLAM	29	2	6,276	5	18,186	7	29,446	15	36,573	8
CLARK	52	4	12,502	4	6,054	19	55,615	25	41,462	20
COLUMBIA	63	2	3,424	5	2,892	17	25,595	39	60,726	12
COWLITZ	51	4	10,274	6	27,379	15	88,213	26	56,442	17
DOUGLAS	26	1	6,861	5	3,205	11	18,762	9	8,619	15
FERRY	21	2	5,229	3	9,099	1	2,640	15	21,295	8
FRANKLIN	89	1	1,292	6	8,302	18	35,123	64	85,142	12
GARFIELD	37	1	868	0	0	16	13,859	20	18,964	10
GRANT	184	3	4,520	17	26,951	45	125,115	119	191,437	25
GRAYS HARBOR	144	3	2,480	6	31,089	55	298,597	80	179,134	25
ISLAND	0	0	0	0	0	0	0	0	0	0
JEFFERSON	24	0	0	1	1,826	8	16,170	15	54,166	3
KING	142	10	70,404	11	29,371	66	291,833	55	114,739	70
KITSAP	20	0	0	2	2,005	14	64,871	4	4,991	3
KITTITAS	106	8	11,658	18	14,091	18	65,697	62	109,324	12
Klickitat	57	1	522	7	10,767	12	36,001	37	70,860	13
LEWIS	185	7	10,044	8	10,517	38	146,623	132	252,552	30
LINCOLN	125	0	0	15	9,457	31	48,035	79	103,709	18
MASON	47	1	1,750	0	0	10	70,159	36	65,737	10
OKANOGAN	50	0	0	3	2,310	12	61,608	35	51,962	9
PACIFIC	61	1	936	4	5,630	8	28,008	48	125,214	9
PEND OREILLE	21	1	1,552	0	0	9	97,856	11	9,349	6
PIERCE	104	4	63,452	1	1,236	63	278,903	36	53,263	43
SAN JUAN	3	0	0	0	0	0	0	3	2,364	2
SKAGIT	101	1	1,232	11	14,790	41	192,385	48	99,020	23
SKAMANIA	26	0	0	2	3,570	5	30,218	19	55,699	7
SNOHOMISH	156	1	3,312	4	7,159	79	393,628	72	226,174	56
SPOKANE	112	11	29,280	17	19,541	33	240,318	51	112,032	39
STEVENS	51	2	10,519	1	1,277	5	8,928	43	75,792	9
THURSTON	86	0	0	0	0	24	117,185	62	168,679	22
WAHIAKUM	18	1	2,419	1	960	7	22,354	9	16,640	4
WALLA WALLA	103	3	4,870	3	1,432	44	112,093	53	104,315	18
WHATCOM	124	3	4,364	2	4,100	30	87,073	89	147,603	25
WHITMAN	240	8	17,790	32	30,058	44	80,848	156	238,604	68
YAKIMA	314	11	31,850	16	28,004	78	204,472	209	327,207	69
TOTAL	3,206	99	330,254	241	379,767	967	3,760,880	1,899	3,447,000	761
Total Replacement Cost* (\$ Million):		\$83		\$95		\$940		\$862		

*At \$250 per Square Foot

** Deficient Bridges are listed as Structurally Deficient (SD) or Functionally Obsolete (FO).

Table B

ACTUAL COUNTY ROAD RELATED EXPENDITURES

Including RAP and CAPP

2001

(thousands of dollars)

COUNTY	CONST.	MAINT.	ADMIN. & OPER.	FACIL.	REIMB.	FERRY	BOND WARRANT RET'T	OTHER	TRAFFIC POLICING ***	TOTAL includes RAP & CAPP	RAP	CAPP
ADAMS	2,631	3,211	1,198	8	63	0	2	78	51	7,242	256	567
ASOTIN	2,771	1,336	344	14	0	0	26	107	0	4,598	82	104
BENTON	2,662	3,235	942	0	766	0	0	1,391	0 *	8,996	480	325
CHELAN	1,636	5,636	1,055	130	0	0	5	0	63	8,525	183	252
CLALLAM	3,296	4,632	1,607	48	0	0	8	438	202 **	10,231	615	140
CLARK	38,461	12,418	5,581	398	0	0	0	4,058	0 *	60,916	403	486
COLUMBIA	1,570	1,763	256	0	0	0	0	306	40	3,935	144	178
COWLITZ	2,756	6,031	2,166	0	0	0	71	362	0 *	11,386	651	238
DOUGLAS	610	4,236	1,476	63	139	0	319	577	0	7,420	0	329
FERRY	1,619	1,666	265	17	526	0	0	(312)	0	3,781	656	190
FRANKLIN	2,738	2,898	802	0	221	0	176	115	0	6,950	415	367
GARFIELD	91	1,235	387	0	14	0	0	(1)	0	1,726	0	130
GRANT	5,668	5,846	1,469	51	138	0	28	184	162	13,546	624	881
GRAYS HARBOR	3,172	5,490	2,230	113	516	0	0	80	0	11,601	0	234
ISLAND	5,219	4,603	2,228	4	41	0	174	1,543	0	13,812	446	227
JEFFERSON	389	3,293	1,150	107	116	0	4	1,057	0 *	6,116	7	137
KING	55,467	39,260	5,833	1,417	0	0	6,663	26,394	389	135,423	2	635
KITSAP	4,869	8,596	1,308	283	564	0	233	12,014	0 *	27,867	269	338
KITTITAS	1,134	2,668	881	48	92	0	294	330	0 *	5,447	119	0
Klickitat	5,269	2,916	473	14	120	0	4	580	0	9,376	496	332
LEWIS	3,946	8,087	2,045	0	0	0	0	1,341	0 *	15,419	0	310
LINCOLN	1,145	3,541	1,001	0	322	0	0	28	0 *	6,037	784	403
MASON	2,935	3,402	1,450	3	0	0	0	114	0 *	7,904	0	279
OKANOGAN	1,212	4,774	1,112	150	20	0	27	(17)	50	7,328	595	425
PACIFIC	711	3,119	574	36	32	0	0	9	0	4,481	150	9
PEND OREILLE	710	2,305	429	8	219	0	0	56	0	3,727	428	168
PIERCE	16,639	17,615	15,102	2,854	40	1,876	75	14,531	0	68,732	121	774
SAN JUAN	1,600	2,543	790	30	38	0	120	203	0 *	5,324	0	119
SKAGIT	1,682	5,520	4,296	153	1,757	997	0	400	0 *	14,805	0	383
SKAMANIA	1,730	2,299	721	0	37	0	0	50	0	4,837	65	242
SNOHOMISH	29,296	19,088	15,067	1,061	3,478	0	565	3,168	1,707	73,430	155	532
SPOKANE	16,705	14,491	5,768	160	2,287	0	7	2,351	0	41,769	239	962
STEVENS	3,315	4,656	666	0	30	0	0	0	0	8,667	1,065	487
THURSTON	5,191	11,802	2,569	0	0	0	0	3,432	431	23,425	9	385
WAHIAKUM	250	908	143	11	31	509	0	2	0	1,854	3	84
WALLA WALLA	4,147	3,287	991	76	1,031	0	0	331	0	9,863	20	415
WHATCOM	7,426	8,964	3,386	0	186	1,178	241	561	0 *	21,942	408	388
WHITMAN	1,956	3,612	1,126	43	0	0	0	0	67	6,804	570	426
YAKIMA	11,537	7,788	3,175	0	308	0	605	63	129	23,605	389	760
TOTAL	254,161	248,770	92,062	7,300	13,132	4,560	9,647	75,924	3,291	708,847	10,848	13,641

% OF TOTAL

35.9%

35.0%

13.0%

1.0%

1.9%

0.6%

1.4%

10.7%

0.5%

Construction expenditure amounts do not include State ad & award Federal Aid participation.

Source: County Reports to D.O.T. Secretary of Transportation

*Traffic Policing funds paid from diverted road levy.

**Road Fund contribution in addition to diverted levy.

*** Road Fund portion only

Table C

ANTICIPATED COUNTY ROAD FUND REVENUE 2002 BUDGETS

(thousands of dollars)

COUNTY	BEGIN. FUND BAL.	FED. PROG.	MOTOR VEHICLE FUEL TAX					TAXES				MISC.			TOTAL
			GAS TAX	TIB	RAP	CAPP	MVFT TOTAL	PROP- ERTY	TIMBER	OTHER TAXES	TOTAL TAXES	FED. LANDS	REIMB.	OTHER	
ADAMS	240	976	3,634	0	68	589	4,291	1,000	0	10	1,010	0	630	15	7,162
ASOTIN	891	352	1,300	0	80	103	1,483	719	1	2	722	0	0	7	3,455
BENTON	6,037	1,910	2,875	1,352	1,125	327	5,679	3,632	0	62	3,694	0	120	5,683	23,123
CHELAN	2,985	208	2,097	0	428	260	2,785	4,487	12	35	4,534	1,040	6	275	11,833
CLALLAM	6,217	1,515	1,745	0	204	143	2,092	4,085	400	10	4,495	630	125	673	15,747
CLARK	0	6,343	6,125	3,615	0	500	10,240	23,588	186	153	23,927	4	0	9,813	50,327
COLUMBIA	246	820	1,250	0	586	146	1,982	278	15	4	297	30	0	356	3,731
COWLITZ	2,500	3,048	2,071	800	0	240	3,111	6,705	1,000	35	7,740	176	270	1,418	18,263
DOUGLAS	1,510	1,318	3,215	847	3,438	0	7,500	2,859	0	12	2,871	0	44	540	13,783
FERRY	5	1,360	1,550	0	0	180	1,730	150	5	0	155	100	0	93	3,443
FRANKLIN	100	1,638	2,520	0	1,224	377	4,121	2,145	0	15	2,160	0	80	33	8,132
GARFIELD	1,195	160	1,163	0	703	132	1,998	220	10	2	232	20	0	239	3,844
GRANT	12,552	3,372	5,503	48	0	889	6,440	5,688	0	84	5,772	0	100	363	28,599
GRAYS HARBOR	3,923	5,547	2,076	0	931	243	3,250	3,161	1,800	5	4,966	150	25	1,423	19,284
ISLAND	2,176	1,416	1,957	0	0	233	2,190	5,780	0	2	5,782	0	124	4,484	16,172
JEFFERSON	1,684	1,823	1,272	0	554	138	1,964	2,464	114	5	2,583	1,223	0	266	9,543
KING	43,923	20,492	13,814	10,484	660	631	25,589	54,369	390	39	54,798	550	18,547	51,768	215,667
KITSAP	5,696	1,854	4,841	1,823	879	343	7,886	17,703	0	30	17,733	0	417	9,295	42,881
KITTITAS	5,117	2,116	1,741	0	982	670	3,393	2,486	100	10	2,596	150	77	251	13,700
Klickitat	0	864	2,407	0	1,559	334	4,300	1,844	250	7	2,101	68	25	888	8,246
LEWIS	8,303	3,501	3,145	0	597	312	4,054	6,037	784	5	6,826	0	80	4,071	26,835
LINCOLN	226	832	3,783	0	177	403	4,363	1,100	0	5	1,105	0	0	165	6,691
MASON	6,245	497	2,032	0	0	284	2,316	6,214	293	75	6,582	186	3	443	16,272
OKANOGAN	1,357	687	3,017	0	1,032	433	4,482	2,979	40	10	3,029	551	8	268	10,382
PACIFIC	5,172	957	1,189	0	9	125	1,323	2,178	545	4	2,727	0	0	143	10,322
PEND OREILLE	600	190	1,415	0	1,900	169	3,484	1,265	255	1	1,521	667	226	103	6,791
PIERCE	23,454	11,797	9,172	9,920	1,490	774	21,356	33,318	505	0	33,823	594	3,324	6,178	100,526
SAN JUAN	1,500	0	878	0	0	99	977	1,139	2	4	1,145	0	232	2,259	6,113
SKAGIT	0	6,116	2,596	1,007	40	387	4,030	7,838	320	33	8,191	400	5,576	2,207	26,520
SKAMANIA	1,182	0	820	0	0	96	916	1,005	15	3	1,023	1,254	75	463	4,913
SNOHOMISH	6,454	4,879	8,600	9,250	503	554	18,907	36,967	250	90	37,307	917	202	27,862	96,528
SPOKANE	7,934	10,530	10,300	7,170	3,305	800	21,575	19,400	0	25	19,425	0	1,350	3,495	64,309
STEVENS	500	1,109	3,100	0	1,215	471	4,786	3,307	350	2	3,659	100	40	86	10,280
THURSTON	13,648	3,636	4,369	20	123	389	4,901	13,337	350	15	13,702	1	423	1,511	37,822
WAHIAKUM	863	406	800	0	0	80	880	350	300	1	651	0	0	441	3,241
WALLA WALLA	908	4,916	2,598	0	1,065	420	4,083	3,330	15	30	3,375	1	0	1,280	14,563
WHATCOM	3,502	1,968	3,541	0	500	643	4,684	12,068	200	24	12,292	881	85	2,314	25,726
WHITMAN	0	1,673	3,662	0	379	448	4,489	1,700	0	20	1,720	0	60	38	7,980
YAKIMA	577	1,706	5,346	1,339	1,917	760	9,362	9,824	0	0	9,824	1,427	665	8,180	31,741
TOTALS	179,422	112,532	133,519	47,675	27,673	14,125	222,992	306,719	8,507	869	316,095	11,120	32,939	149,390	1,024,490
% OF TOTAL	17.5%	11.0%	13.0%	4.7%	2.7%	1.4%	21.8%	30.0%	0.7%	0.1%	30.8%	1.1%	3.2%	14.6%	

Table D

ANTICIPATED COUNTY ROAD FUND EXPENDITURES 2002 BUDGETS

(thousands of dollars)

COUNTY	CONST.	MAINT.	ADMIN. & OPER.	FACIL.	FERRY	REIMB.	BOND WARRANT RET'T	OTHER	SUB TOTAL	END FUND CASH	GRAND TOTAL
ADAMS	1,893	4,267	884	0	0	40	0	78	7,162	0	7,162
ASOTIN	646	1,537	412	0	0	0	0	65	2,660	795	3,455
BENTON	14,302	3,859	1,045	0	0	3,197	0	720	23,123	0	23,123
CHELAN	2,056	5,773	1,185	0	0	0	35	262	9,311	2,522	11,833
CLALLAM	5,018	5,451	2,232	0	0	77	0	852	13,630	2,117	15,747
CLARK	28,018	15,140	7,169	0	0	0	0	0	50,327	0	50,327
COLUMBIA	1,342	1,474	261	0	0	0	0	548	3,625	106	3,731
COWLITZ	5,297	6,149	2,264	146	0	0	1,381	776	16,013	2,250	18,263
DOUGLAS	6,313	3,146	1,119	0	0	44	242	2,171	13,035	748	13,783
FERRY	1,360	1,634	370	0	0	65	0	9	3,438	5	3,443
FRANKLIN	4,002	3,021	750	52	0	135	172	0	8,132	0	8,132
GARFIELD	1,000	1,263	369	0	0	10	0	6	2,648	1,196	3,844
GRANT	6,885	4,768	1,634	0	0	100	25	4,909	18,321	10,278	28,599
GRAYS HARBOR	8,824	6,292	1,900	0	0	800	0	118	17,934	1,350	19,284
ISLAND	5,636	5,118	1,994	950	0	85	235	1,973	15,991	181	16,172
JEFFERSON	2,604	3,525	1,221	0	0	0	50	1,007	8,407	1,136	9,543
KING	159,529	32,490	10,234	7,763	0	5,651	0	0	215,667	0	215,667
KITSAP	17,227	9,509	1,435	0	0	736	0	11,559	40,466	2,415	42,881
KITTITAS	6,142	3,346	1,018	0	0	111	0	78	10,695	3,005	13,700
KLICKITAT	4,776	2,900	480	0	0	70	2	18	8,246	0	8,246
LEWIS	8,385	7,318	1,948	0	0	0	0	1,296	18,947	7,888	26,835
LINCOLN	797	3,720	1,035	0	0	100	0	210	5,862	829	6,691
MASON	9,499	3,939	1,412	0	0	0	0	257	15,107	1,165	16,272
OKANOGAN	1,736	5,960	1,627	0	0	0	26	1,033	10,382	0	10,382
PACIFIC	2,677	3,344	765	0	0	40	0	377	7,203	3,119	10,322
PEND OREILLE	2,630	2,381	496	0	0	0	200	322	6,029	762	6,791
PIERCE	54,488	18,728	15,999	9,431	0	0	0	1,880	100,526	0	100,526
SAN JUAN	1,400	2,499	696	0	0	232	143	476	5,446	667	6,113
SKAGIT	14,945	5,783	4,485	360	947	0	0	0	26,520	0	26,520
SKAMANIA	1,630	1,255	604	0	0	0	0	903	4,392	521	4,913
SNOHOMISH	50,620	26,530	19,378	0	0	0	0	0	96,528	0	96,528
SPOKANE	33,758	15,513	4,699	0	0	2,000	0	8,339	64,309	0	64,309
STEVENS	3,086	5,045	887	0	0	35	0	675	9,728	552	10,280
THURSTON	10,342	13,515	6,556	0	0	149	0	1,271	31,833	5,989	37,822
WAHIAKUM	1,651	895	170	0	485	20	0	20	3,241	0	3,241
WALLA WALLA	7,696	4,439	1,179	118	0	1,100	0	31	14,563	0	14,563
WHATCOM	10,975	9,337	3,844	0	1,460	110	0	0	25,726	0	25,726
WHITMAN	2,423	4,419	1,038	0	0	0	0	90	7,970	10	7,980
YAKIMA	18,279	7,524	2,541	0	0	0	838	1,724	30,906	835	31,741
TOTALS	519,887	262,806	107,335	18,820	2,892	14,907	3,349	44,053	974,049	50,441	1,024,490

% OF TOTAL	50.7%	25.7%	10.5%	1.8%	0.3%	1.5%	0.3%	4.3%	95.1%	4.9%
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Table E

COUNTY ROAD LEVY SUMMARY

As shown in 2002 Budgets

(thousands of dollars)

COUNTY	VALUATION	Revenue Produced by Full Levy \$2.25/\$1,000	Actual Levy \$/\$1,000	Revenue Produced	RCW 36.33.220					Revenue Remaining in Road Fund
					Traffic Policing expense paid by:				Other Purposes	
					Total Levy Diverted \$/\$1,000	Diversion	Payment for Services	Transfer- Out		
ADAMS	668,224	1,504	1.5750 *	1,052 *			51			1,002
ASOTIN	525,539	1,182	1.3685 *	719 *						719
BENTON	1,944,229	4,375	1.8683	3,632	0.1006	196				3,437
CHELAN	2,579,233	5,803	1.9157 *	4,941 *						4,941
CLALLAM	2,642,520	5,946	1.7896	4,729			241			4,488
CLARK	11,410,671	25,674	2.2473	25,643	0.1218	1,390				24,253
COLUMBIA	174,783	393	2.2500	393	0.6580		40		115	238
COWLITZ	3,529,124	7,941	2.1000	7,411	0.2001	706				6,705
DOUGLAS	1,351,449	3,041	2.2500	3,041						3,041
FERRY	305,566	688	2.2500	688	1.6364				500	187
FRANKLIN	1,023,806	2,304	1.9900 *	2,037 *						2,037
GARFIELD	98,576	222	2.0900 *	206 *						206
GRANT	2,527,995	5,688	2.2500	5,688			168			5,520
GRAYS HARBOR	1,400,590	3,151	2.2500	3,151			200			2,951
ISLAND	5,728,108	12,888	0.9949	5,699				416	906	4,377
JEFFERSON	1,899,607	4,274	1.4347	2,725	0.1383	263				2,463
KING	31,851,552	71,666	1.7286	55,059			837			54,221
KITSAP	9,719,844	21,870	1.9789	19,235	0.1514	1,472				17,763
KITTITAS	1,494,568	3,363	1.7032	2,546	0.0401	60				2,486
KLICKITAT	954,457	2,148	1.9272	1,839						1,839
LEWIS	3,116,771	7,013	2.1000	6,545	0.1631	508				6,037
LINCOLN	554,629	1,248	1.5252 *	846 *	0.2975	165				681
MASON	3,360,961	7,562	2.0799	6,991	0.1008	339			437	6,215
OKANOGAN	1,372,259	3,088	2.1433	2,941			50			2,891
PACIFIC	1,163,744	2,618	1.8718	2,178						2,178
PEND OREILLE	592,511	1,333	2.2500	1,333						1,333
PIERCE	19,196,601	43,192	2.1576	41,419			8,093 **		81	33,245
SAN JUAN	3,396,548	7,642	0.4645	1,578	0.1282	436				1,142
SKAGIT	4,420,538	9,946	1.9845	8,773	0.1577	697				8,076
SKAMANIA	602,026	1,355	1.6696	1,005						1,005
SNOHOMISH	20,334,126	45,752	1.9000	38,635				1,767		36,868
SPOKANE	10,543,830	23,724	1.8399	19,400						19,400
STEVENS	1,621,559	3,649	2.0395 *	3,307 *						3,307
THURSTON	6,874,925	15,469	1.9893	13,676	0.0493	339				13,337
WAHIAKUM	224,363	505	1.5100	339						339
WALLA WALLA	1,433,947	3,226	2.2500	3,226						3,226
WHATCOM	5,972,268	13,438	2.1389	12,774	0.1183	707				12,067
WHITMAN	757,828	1,705	2.2500	1,705			66			1,639
YAKIMA	4,481,667	10,084	2.2500	10,084			134			9,950
TOTALS	171,851,544	386,666		327,190		7,276	9,879	2,182	2,039	305,813

* Net after Levy Shift (RCW 84.52.043)

** Raised by voter approval (RCW 84.55)

Table F

COUNTY ROAD MILEAGE - 1/1/02

COUNTY	URBAN ROADS			RURAL ROADS			SYSTEM CENTERLINE TOTAL	PAVED ARTERIAL C/L MILES	PAVED ARTERIAL LANE-MILES	UNPAVED C/L MILES
	ACCESS	ARTERIAL	TOTAL	ACCESS	ARTERIAL	TOTAL				
ADAMS				1,106.92	669.91	1,776.82	1,776.82	545.26	1,090.83	1,129.54
ASOTIN	31.67	14.68	46.35	193.81	157.57	351.38	397.73	95.76	196.99	242.40
BENTON	101.94	37.07	139.01	414.41	316.73	731.15	870.16	301.88	604.23	281.31
CHELAN	32.63	21.05	53.68	388.87	218.99	607.86	661.54	239.54	480.38	132.02
CLALLAM	18.80	7.72	26.52	337.45	123.79	461.24	487.76	131.51	262.88	3.19
CLARK	324.56	143.96	468.52	310.80	316.29	627.09	1,095.61	459.62	980.60	52.28
COLUMBIA				273.78	228.43	502.21	502.21	136.05	272.10	360.96
COWLITZ	39.16	20.24	59.40	269.08	206.06	475.14	534.54	224.21	448.42	14.45
DOUGLAS	47.64	31.29	78.93	1,170.84	401.93	1,572.77	1,651.70	305.26	617.36	1,195.57
FERRY				505.29	221.86	727.15	727.15	177.61	355.60	524.88
FRANKLIN	27.89	14.11	42.00	613.59	342.93	956.52	998.52	344.82	693.29	438.89
GARFIELD				237.99	214.80	452.78	452.78	122.16	244.31	324.48
GRANT	23.37	15.83	39.20	1,589.30	902.97	2,492.27	2,531.47	823.77	1,658.27	1,194.11
GRAYS HARBOR	10.86	7.91	18.76	312.25	222.10	534.35	553.12	224.50	449.07	48.99
ISLAND	5.74	5.14	10.88	367.05	209.09	576.15	587.03	214.23	431.56	10.34
JEFFERSON	9.15	1.54	10.69	247.33	136.31	383.64	394.33	127.83	256.29	83.60
KING	650.93	188.70	839.63	637.13	355.21	992.34	1,831.97	543.91	1,157.14	56.47
KITSAP	270.04	122.84	392.87	345.37	190.62	536.00	928.87	313.46	633.89	11.39
KITTITAS	8.85	9.34	18.19	240.11	301.31	541.42	559.61	305.20	612.71	74.06
Klickitat				707.92	375.83	1,083.75	1,083.75	317.29	634.68	619.19
LEWIS	61.02	38.30	99.32	701.93	255.17	957.11	1,056.43	288.45	576.89	61.72
LINCOLN				1,331.24	659.23	1,990.47	1,990.47	373.27	746.53	1,551.53
MASON	11.94	5.89	17.83	334.50	267.47	601.97	619.80	262.78	525.77	68.64
OKANOGAN				860.16	511.06	1,371.21	1,371.21	400.51	801.15	714.74
PACIFIC				216.98	130.12	347.10	347.10	118.56	237.33	53.24
PEND OREILLE				368.07	181.22	549.29	549.29	156.88	313.76	273.74
PIERCE	468.02	335.15	803.17	370.67	353.00	723.67	1,526.84	684.30	1,445.01	40.43
SAN JUAN				184.44	86.55	270.99	270.99	86.55	173.10	61.07
SKAGIT	9.28	8.01	17.29	430.53	351.14	781.67	798.97	359.15	719.10	42.71
SKAMANIA				159.79	89.96	249.75	249.75	88.74	177.95	32.48
SNOHOMISH	552.39	151.86	704.25	605.99	339.29	945.28	1,649.53	488.16	998.09	15.03
SPOKANE	527.42	255.06	782.48	1,503.57	660.42	2,163.99	2,946.47	823.63	1,800.12	1,266.16
STEVENS				927.78	562.77	1,490.55	1,490.55	464.27	928.57	864.45
THURSTON	186.34	58.16	244.50	487.81	295.04	782.86	1,027.36	353.21	720.41	40.67
WAHKIAKUM				58.39	85.18	143.57	143.57	78.81	157.62	26.79
WALLA WALLA	37.28	23.97	61.24	456.98	441.82	898.80	960.05	388.75	777.62	388.01
WHATCOM	38.04	25.81	63.85	549.50	336.88	886.38	950.23	362.69	727.21	58.64
WHITMAN				1,295.40	618.50	1,913.90	1,913.90	414.29	828.58	1,481.69
YAKIMA	77.15	42.16	119.31	863.80	732.98	1,596.78	1,716.09	748.78	1,516.46	619.91
STATEWIDE	3,572.10	1,585.78	5,157.88	21,976.82	13,070.53	35,047.35	40,205.23	12,895.62	26,251.87	14,459.75
EASTERN	915.84	464.56	1,380.39	15,049.82	8,721.25	23,771.07	25,151.46	7,484.97	15,173.54	13,677.63
WESTERN	2,656.26	1,121.23	3,777.49	6,927.00	4,349.28	11,276.28	15,053.77	5,410.65	11,078.33	782.12

Unpaved C/L Miles corrected 1/2/03

Table G

COUNTY ARTERIAL PRESERVATION PROGRAM 2001 ACCOMPLISHMENT SUMMARY

COUNTY	1/1/01 Eligible Arterial System C/Line (miles)	Total CAPP Rec'd (\$1,000)	Total CAPP Expended (\$1,000)	Total Eligible Expenses (\$1,000)	CAPP Contri- bution (%)	2001 Arterial Sealcoat (miles)	2001 Arterial Overlay (miles)	2001 Total Resurf. (miles)	2001 Percent System Resurf'd
ADAMS	545.5	567.6	567.4	923.6	61.4	58.2	0.0	58.2	10.7
ASOTIN	95.8	103.6	103.6	123.1	84.2	7.7	0.0	7.7	8.0
BENTON	302.2	324.8	324.8	643.2	50.5	34.4	5.4	39.8	13.2
CHELAN	239.5	258.1	252.2	339.3	74.3	7.5	0.6	8.1	3.4
CLALLAM	132.5	141.3	139.8	315.7	44.3	10.6	0.0	10.6	8.0
CLARK	456.9	486.2	486.2	3,282.9	14.8	32.5	29.8	62.4	13.6
COLUMBIA	135.4	142.5	178.0	448.0	39.7	46.7	0.0	46.7	34.5
COWLITZ	222.0	237.7	237.7	339.0	70.1	20.8	0.0	20.8	9.3
DOUGLAS	305.9	329.5	329.5	941.9	35.0	20.1	0.0	20.1	6.6
FERRY	177.6	189.7	189.7	207.2	91.5	11.2	0.0	11.2	6.3
FRANKLIN	347.0	366.5	366.5	1,405.0	26.1	41.7	3.3	44.9	13.0
GARFIELD	122.2	130.3	130.3	252.4	51.6	26.1	0.0	26.1	21.4
GRANT	817.3	880.9	880.9	1,536.2	57.3	96.4	5.7	102.1	12.5
GRAYS HARBOR	224.5	234.2	234.2	1,609.0	14.6	33.6	10.6	44.1	19.7
ISLAND	214.2	230.7	227.0	1,085.6	20.9	5.2	16.5	21.7	10.1
JEFFERSON	127.8	136.7	136.7	471.3	29.0	18.1	0.0	18.1	14.2
KING	548.4	635.0	635.0	2,320.1	27.4	0.0	18.7	18.7	3.4
KITSAP	313.6	338.3	338.3	951.1	35.6	0.0	15.1	15.1	4.8
KITTITAS	305.3	327.6	0.0	584.6	0.0	25.1	0.0	25.1	8.2
Klickitat	315.2	332.3	332.3	737.9	45.0	22.8	5.2	27.9	8.9
LEWIS	289.6	309.7	309.7	695.7	44.5	13.8	5.4	19.2	6.6
LINCOLN	373.3	403.1	403.1	421.1	95.7	34.2	0.0	34.2	9.2
MASON	262.8	279.1	279.1	644.7	43.3	0.9	4.4	5.2	2.0
OKANOGAN	400.5	425.3	425.3	558.2	76.2	52.5	38.1	90.7	22.6
PACIFIC	118.5	128.0	9.5	269.2	3.5	2.5	2.3	4.8	4.1
PEND OREILLE	156.9	167.8	167.8	176.9	94.8	40.6	0.0	40.6	25.9
PIERCE	684.3	774.3	774.3	1,936.3	40.0	45.0	5.4	50.4	7.4
SAN JUAN	91.7	91.7	118.6	519.5	22.8	18.0	1.1	19.1	20.8
SKAGIT	357.9	383.3	383.3	487.2	78.7	36.4	0.0	36.4	10.2
SKAMANIA	88.7	89.7	241.8 *	116.8	207.0	8.8	0.2	9.0	10.1
SNOHOMISH	487.3	531.7	531.7	3,005.6	17.7	47.1	14.7	61.7	12.7
SPOKANE	831.5	962.2	962.2	8,255.5	11.7	58.2	24.5	82.7	9.9
STEVENS	464.4	487.1	487.1	718.0	67.8	0.0	49.8	49.8	10.7
THURSTON	353.3	384.6	384.6	2,615.9	14.7	22.4	20.6	43.0	12.2
WAHIAKUM	78.8	84.1	84.1	150.8	55.8	11.9	0.0	11.9	15.1
WALLA WALLA	388.9	415.3	415.3	728.5	57.0	40.2	0.0	40.2	10.3
WHATCOM	362.8	387.8	387.8	1,359.9	28.5	23.4	0.0	23.4	6.5
WHITMAN	414.6	442.7	425.5	426.5	99.8	6.5	3.4	10.0	2.4
YAKIMA	752.5	810.8	760.0	1,290.3	58.9	36.1	3.4	39.5	5.2
TOTALS	12,906.9	13,951.6	13,640.7	42,893.5	31.8%	1,017.2	284.0	1,301.2	
* Additional CAPP Funds expended from previous years.									AVERAGE 11.1

Table H

COUNTY FREIGHT AND GOODS SYSTEM

COUNTY	Freight and Goods System - Truck Route Class					Total FGTS	Total Adequate	% Adequate
	T-1	T-2	T-3	T-4	T-5			
ADAMS		0.990	32.339	348.180	204.570	586.079	178.609	30.5%
ASOTIN		0.150	22.999	19.976		43.125	34.147	79.2%
BENTON			116.993	127.025	85.655	329.673	86.475	26.2%
CHELAN			34.520	40.320	51.670	126.510	37.030	29.3%
CLALLAM			35.170	100.700	9.990	145.860	3.310	2.3%
CLARK	5.170	29.430	50.330	5.320		90.250	58.010	64.3%
COLUMBIA			9.113	28.120	160.720	197.953	18.897	9.5%
COWLITZ			80.860	57.860	3.000	141.720	104.630	73.8%
DOUGLAS			8.020	85.120	171.620	264.760	131.570	49.7%
FERRY			108.860	106.320		215.180	22.810	10.6%
FRANKLIN			103.740	162.110	252.400	518.250	504.460	97.3%
GARFIELD				10.130	118.255	128.385	110.655	86.2%
GRANT		10.460	275.610	265.160	309.810	861.040	112.260	13.0%
GRAYS HARBOR		1.031	213.697	7.210		221.938	188.473	84.9%
ISLAND			14.938	27.500	0.370	42.808	42.778	99.9%
JEFFERSON			40.810	33.160		73.970	63.010	85.2%
KING	21.920	37.461	301.921	117.970		479.272	430.785	89.9%
KITSAP	2.938	3.300	30.152	5.658		42.048	0.925	2.2%
KITTITAS		1.190	94.374	5.610	0.150	101.324	94.994	93.8%
Klickitat			175.380	111.070		286.450	7.630	2.7%
LEWIS			140.351	198.795	50.025	389.171	230.449	59.2%
LINCOLN			99.490	57.120	92.197	248.807	67.620	27.2%
MASON			41.280	80.490	1.460	123.230	2.290	1.9%
OKANOGAN			106.121	110.195	182.006	398.322	84.422	21.2%
PACIFIC				53.610		53.610	0.000	0.0%
PEND OREILLE			37.987	118.222	52.896	209.105	27.791	13.3%
PIERCE	7.590	17.420	240.120	29.380	7.700	302.210	36.080	11.9%
SAN JUAN			43.432	52.590		96.022	56.617	59.0%
SKAGIT	0.220	3.650	187.527	49.458		240.855	112.943	46.9%
SKAMANIA			23.152	58.846		81.998	80.348	98.0%
SNOHOMISH	2.521	51.431	178.313	43.148	49.126	324.539	215.738	66.5%
SPOKANE	0.230	56.360	362.440	272.590	112.670	804.290	663.650	82.5%
STEVENS			161.460	175.190		336.650	12.800	3.8%
THURSTON		1.141	172.880	34.913	4.131	213.065	23.467	11.0%
WAHKIAKUM			12.000	2.670	10.830	25.500	12.170	47.7%
WALLA WALLA			71.929	287.587		359.516	4.316	1.2%
WHATCOM			109.870	94.390		204.260	67.700	33.1%
WHITMAN			2.890	37.974	254.139	295.003	37.044	12.6%
YAKIMA		9.990	402.080	141.440	69.780	623.290	599.190	96.1%
TOTAL	40.589	224.004	4,143.148	3,563.127	2,255.170	10,226.038	4,566.093	

County Road Log Certified 1/1/2002

Adequacy defined by Cost Responsibility Study - All Weather Roads

- APPENDIX A -

COUNTY ROAD ADMINISTRATION CLIENTELE SATISFACTION SURVEY RESULTS

April 2002

Clientele Attitudes toward the County Road Administration Board

Introduction

This report represents a client assessment of the performance of the County Road Administration Board (CRAB).

Public work directors/county engineers: Response rate 91%

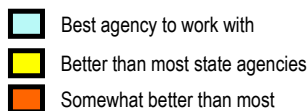
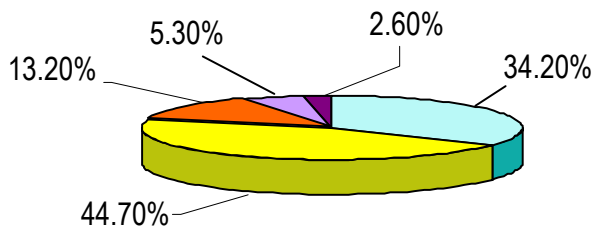
Policy makers: Response rate 70%

Overall response rate Response rate 76%

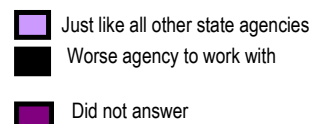
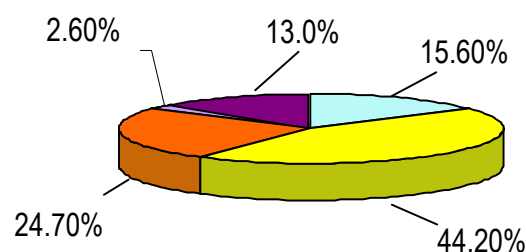
The overwhelming impression gathered from the CRAB 2001 survey is that CRAB is held in high esteem by its clientele, both public work directors/county engineers, and policy makers (county commissioners and county executives). Several questions throughout the survey evaluate the value and importance of the services provided by the agency, as well as the quality of the services provided by the CRAB employees.

Question: *How would you describe CRAB as a state agency?*

Public Works Director/County Engineers



Policy Makers

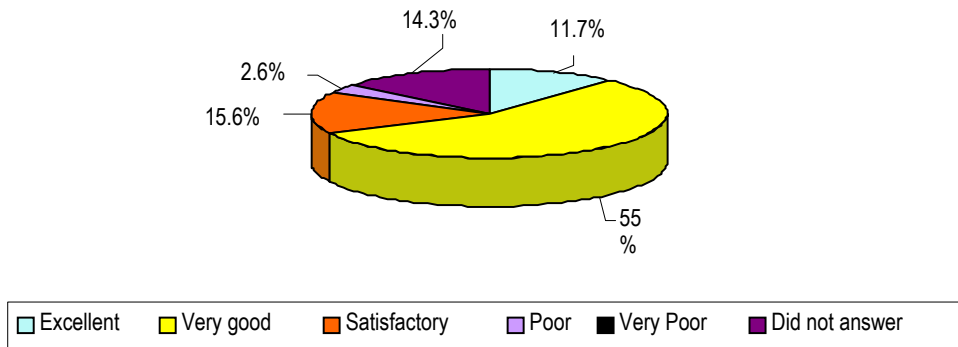


"CRAB understands that County Road Departments are their (its) only customers and provides timely response to inquiries and facilitates resolution to a variety of issues that face Road Departments. In short, they work for us and they know it!"

"CRAB is consistently the best agency to work with."

Policy Makers were asked to rate the “overall quality of CRAB services, including engineering support, information services and representation to ensure that the counties’ voice is heard when issues affecting counties and county road departments are being discussed.”

Quality of CRAB Services



“Extremely helpful, respond to questions quickly, great group to work with, they work with you, not against you like most state agencies, readily available to help work through issues, for a regulatory agency they have great customer service.”

“In all areas CRAB is a supportive regulatory agency. It is unique in the balance they put into both roles.”

This survey can be viewed as an important step in developing the capacity to use clientele feedback in a systematic way to improve the performance of the CRAB state agency. The overwhelmingly positive assessment of CRAB and its employees should provide a sense of pride in jobs well done.

